



KENT COUNTY COUNCIL NORTH THANET LINK CONSULTATION REPORT



PREPARED BY LAKE MARKET RESEARCH



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BACKGROUND AND METHODOLOGY

Background

The North Thanet Link seeks to support the A28 highway corridor by improving local journeys through a combination of new road links, road widening, junction improvements and new walking and cycling facilities.

Road users travelling on the A28 Canterbury Road corridor often experience high volumes of traffic, which can result in congestion and road safety concerns. The busy nature of the road, along with the type of traffic using it on a regular basis, can act as a deterrent to pedestrians and cyclists as it creates an intimidating environment for non-car users.

Without highway improvements these issues are likely to be made worse by future development, which will generate further traffic and travel demand on this stretch of road. Due to the historic layout and space constraints, particularly through Birchington Square, there is limited opportunity to improve road capacity along the existing A28. Therefore, an alternative highway route has been identified to improve journey time reliability, network resilience and road safety.



In May 2023, KCC launched a consultation providing details of the proposed scheme, including its route, its aim and objectives and scheme plans showing the current design. The consultation sought to understand the views of the local community, stakeholders and the travelling public to feed into the design of this scheme.

Consultation process

On the 11 May 2023 a five-week consultation was launched and ran until the 14 June 2023. The consultation provided the opportunity to find out more and provide feedback. Feedback was captured via a consultation questionnaire which was available on the KCC engagement website (www.kent.gov.uk/norththanetlink). Hard copies of the consultation questionnaire were also available on request.

A consultation stage Equality Impact Assessment (EqIA) was carried out to assess the impact the proposed scheme could have on the protected characteristics. The EqIA was available as one of the consultation documents and the questionnaire invited respondents to comment on the assessment that had been carried out.

Two public exhibition events were held on 15 May at Westgate-on Sea Town Council, and 1 June at The Centre in Birchington. Officers were on hand to discuss the proposals and answer any questions. Comment cards were available for people to provide feedback in addition to the consultation questionnaire. 323 people attended the two events.

In addition to the two exhibitions, at the request of Acol Parish Council, an officer attended a public parish meeting on the on 13 May at Acol Village Hall and presented the scheme proposals and answered questions from parishioners.

At the request of Minster Parish Council an officer attended a meeting on 6 June to answer questions posed by parish councillors.

To raise awareness of the consultation and encourage participation, the following was undertaken:

- Email to stakeholder list, including relevant organisations on KCC's Equality spreadsheet.
- Invite to 1,002 people registered with Let's talk Kent, who have expressed an interest in transport and roads in Thanet.
- Postcard distributed to 24,812 homes and businesses along and near the route corridor.
- Notification and details of the consultation in parish magazines, websites and on their social media.
- Poster and postcards in Minister, Birchington, Westgate, Margate and Newington Libraries, Thanet Gateway and posters provided to parish councils.
- Organic social media activity through KCC's corporate Facebook, Linked In, Twitter and Next Door accounts and shared by Thanet District Council and Parish Councils.
- Social media posts shared from KCC Highway Twitter account.
- Link to consultation webpage from service pages on Kent.gov.
- Internal KCC staff communication channels.
- Media release - <https://news.kent.gov.uk/articles/residents-asked-for-views-on-new-north-thanet-link-plans>

A summary of engagement with the consultation webpage and material can be found below:

- 10,514 page views, 3,959 visits, by 3,451 visitors.
- 2,372 document downloads, including 1,949 downloads of the consultation document.
- Social media had a reach of 15,936, with 893 clicks.

Points to note

- Consultees were given the choice of which questions they wanted to answer / provide comments. The number of consultees providing an answer is shown on each chart / table featured in this report.
- Please note that for single choice questions the sum of individual percentages may not sum to 100% due to rounding.
- Feedback / comments have also been made to KCC directly either through emails or via comment cards at engagement events. Verbatim from these sources have been reviewed alongside consultation questionnaire feedback and examples have been included in this report.
- Participation in consultations is self-selecting and this needs to be considered when interpreting responses.
- Response to this consultation does not wholly represent the local area population and is reliant on awareness and propensity to take part based on the topic and interest.
- KCC was responsible for the design, promotion, and collection of the consultation responses. Lake Market Research was appointed to conduct an independent analysis of feedback.

Profile of consultees responding

258 consultees completed the consultation questionnaire. 11 email / letter submissions and 38 comment cards were also sent to Lake Market Research for the purpose of analysis.

The tables below show the profile of consultees responding to the consultation questionnaire. Please note that the demographic questions were only asked of those who indicated they are a resident. The proportion who left these questions blank or indicated they did not want to disclose this information has been included as applicable. Please note that the sum of individual percentages for each question may not sum to 100% due to rounding.

RESPONDING AS...	Number of consultees of total answering 258	% of total answering 258
A Thanet resident	222	86%
A resident of somewhere else in Kent or further afield	20	8%
A representative of a local community group or residents' association	2	1%
On behalf of a Parish / Town / Borough / District Council in an official capacity	2	1%
A Parish / Town / Borough / District / County Councillor	1	0.4%
On behalf of a local business	5	2%
On behalf of a charity, voluntary or community sector organisation (VCS)	2	1%
Something else	3	1%
Prefer not to answer / blank	1	0.4%

SEX (residents only)	Number of consultees of total answering 242	% of total answering 242
Male	95	39%
Female	64	26%
Prefer not to say / blank	83	34%

GENDER IDENTITY SAME AS BIRTH (residents only)	Number of consultees of total answering 242	% of total answering 242
Yes	159	66%
No	0	0%
Prefer not to say / blank	83	34%

AGE (residents only)	Number of consultees of total answering 242	% of total answering 242
0-15	0	0%
16-24	3	1%
25-34	3	1%
35-49	37	15%
50-59	29	12%
60-64	25	10%
65-74	36	15%
75-84	22	9%
85 & over	0	0%
Prefer not to say / blank	87	36%

BELONGING TO A PARTICULAR RELIGION / BELIEF (residents only)	Number of consultees of total answering 242	% of total answering 242
Yes	49	20%
No	107	44%
Prefer not to say / blank	86	36%

DISABILITY (residents only)	Number of consultees of total answering 242	% of total answering 242
Yes	17	7%
No	139	57%
Prefer not to say / blank	86	36%

CARER (residents only)	Number of consultees of total answering 242	% of total answering 242
Yes	22	9%
No	132	55%
Prefer not to say / blank	88	36%

SEXUAL ORIENTATION (residents only)	Number of consultees of total answering 242	% of total answering 242
Heterosexual / straight	137	57%
Bi / bisexual	2	1%
Gay man	5	2%
Gay woman / Lesbian	0	0%
Other	2	1%
Prefer not to say / blank	96	40%

ETHNICITY (residents only)	Number of consultees of total answering 242	% of total answering 242
White English	143	59%
White Scottish	2	1%
White Irish	2	1%
Other ethnic group	9	4%
Prefer not to say / blank	86	36%

EXECUTIVE SUMMARY

CONSULTATION PROFILE AND USE OF A28 CANTERBURY ROAD

258 consultees completed the consultation questionnaire. 11 email / letter submissions and 38 comment cards were also sent to Lake Market Research for the purpose of analysis.

The most common routes to finding out about the consultation are direct mail / postcard to home (27%), social media (26%) and an email from Let's Talk Kent or KCC's Engagement and Consultation team (20%). 14% found out through their Parish Council.

Consultees noted regular use of the A28 Canterbury Road across a number of purposes:

- 52% for travel to work at least a couple of times a week. 69% for travel to work to some degree.
- 65% for travel for essential services at least a couple of times a week. 88% for travel for essential services to some degree.
- 65% for travel for essential services at least a couple of times a week. 88% for travel for essential services to some degree.
- 64% for travel for recreational purposes at least a couple of times a week. 90% for travel for recreational services to some degree.
- 14% for travel for education at least a couple of times a week. 28% for education to some degree.
- 45% for travel for other journeys at least a couple of times a week.

Consultees also noted use of the A28 Canterbury Road via a number of transport modes, namely:

- 71% via a personal vehicle (car, van, motorbike, moped) at least a couple of times a week. 97% via a personal vehicle to some degree.
- 28% walking on the A28 Canterbury Road at least a couple of times a week. 55% walking to some degree.
- 12% by bus at least a couple of times a week. 53% by bus to some degree.
- 15% on a non-motorised vehicle (bicycle, push scooter) at least a couple of times a week. 38% on a non-motorised vehicle to some degree.

RESPONSE TO CONSULTATION PROPOSALS

Overall proposals

65% of all consultees answering agree with the overall proposals for the North Thanet Link. 29% disagree with the overall proposals and 6% neither agree nor disagree.

68% of consultees who use a personal vehicle on the A28 Canterbury Road at least a couple of times a week agree with the overall proposals. Whilst base sizes are small (51 consultees),

agreement with proposals amongst consultees who walk on the A28 Canterbury Road at least a couple of times a week is comparatively lower (53%).

Amongst those agreeing with proposals, the main reasons for agreeing with proposals include a perception of too much congestion in the area / the A28 is over-used and not fit for purpose and a better road infrastructure is needed in the area.

The most common concerns / considerations raised are that proposals will impact farmland / reduce food production capacity / perceptions farmland shouldn't be used / will leave farmland vulnerable to development, a perception they would spoil the countryside / cause environmental / ecological damage and a perception the scheme will increase congestion / pollution / be dangerous. A proportion commented that the development of new routes will facilitate new housing development in the area and there is already too much housing / development in the area.

Option 1 Signal Junction on the A28

21% of all consultees answering agree with the Option 1 Signal Junction on the A28 Canterbury Road. 59% disagree with Option 1 and 15% neither agree nor disagree. Agreement with Option 1 is broadly consistent amongst consultees who use a personal vehicle on the A28 Canterbury Road at least a couple of times a week and those who walk on the A28 Canterbury Road at least a couple of times a week.

Amongst those agreeing with Option 1, the most common reasons put forward are a perception that traffic lights are safer for pedestrians / cyclists and traffic lights would help to regulate / control / slow traffic.

The most common concern raised is a perception that traffic lights cause congestion / slow / disrupt traffic flow. A small proportion commented that traffic lights cause pollution / in comparison to roundabouts and the proposal put forward for traffic lights would be unsafe for pedestrians / cyclists in its current format and could also create issues for other roads.

Option 2 Roundabout on the A28

56% of all consultees answering agree with the Option 2 Roundabout Junction on the A28 Canterbury Road. 27% disagree with Option 2 and 13% neither agree nor disagree.

61% of consultees who use a personal vehicle on the A28 Canterbury Road at least a couple of times a week agree with Option 2. Whilst base sizes are small (51 consultees), agreement with Option 2 amongst consultees who walk on the A28 Canterbury Road at least a couple of times a week is slightly lower at 55%.

Amongst those agreeing with Option 2, the most common reason put forward is a perception that a roundabout design would be better for traffic flow / cause less congestion.

Whilst in relatively small proportions, the most common concerns raised is a perception that a roundabout design could be unsafe for pedestrians / cyclists / more provision of this is needed in the design and roundabouts are unsafe / drivers don't use them properly.

Additional highways measures proposed

Of the four additional highway measures proposed, support is highest for reducing the speed limit on selected roads (54%). 35% support for additional traffic calming measures, 25% support for full closure of Crispe Road to motorised vehicles and 17% support partial (one way closure) of Crispe Road to motorised vehicles.

51% of consultees who use a personal vehicle on the A28 Canterbury Road at least a couple of times a week support reducing the speed limit on selected roads. Whilst base sizes are small (51 consultees), support for reducing the speed limit on selected roads amongst consultees who walk on the A28 Canterbury Road at least a couple of times a week is comparably lower at 36%.

Whilst base sizes are small (61 consultees), support for full closure of Crispe Road to amongst consultees who use non-motorised vehicles is higher at 39%.

Perceived impact on active travel

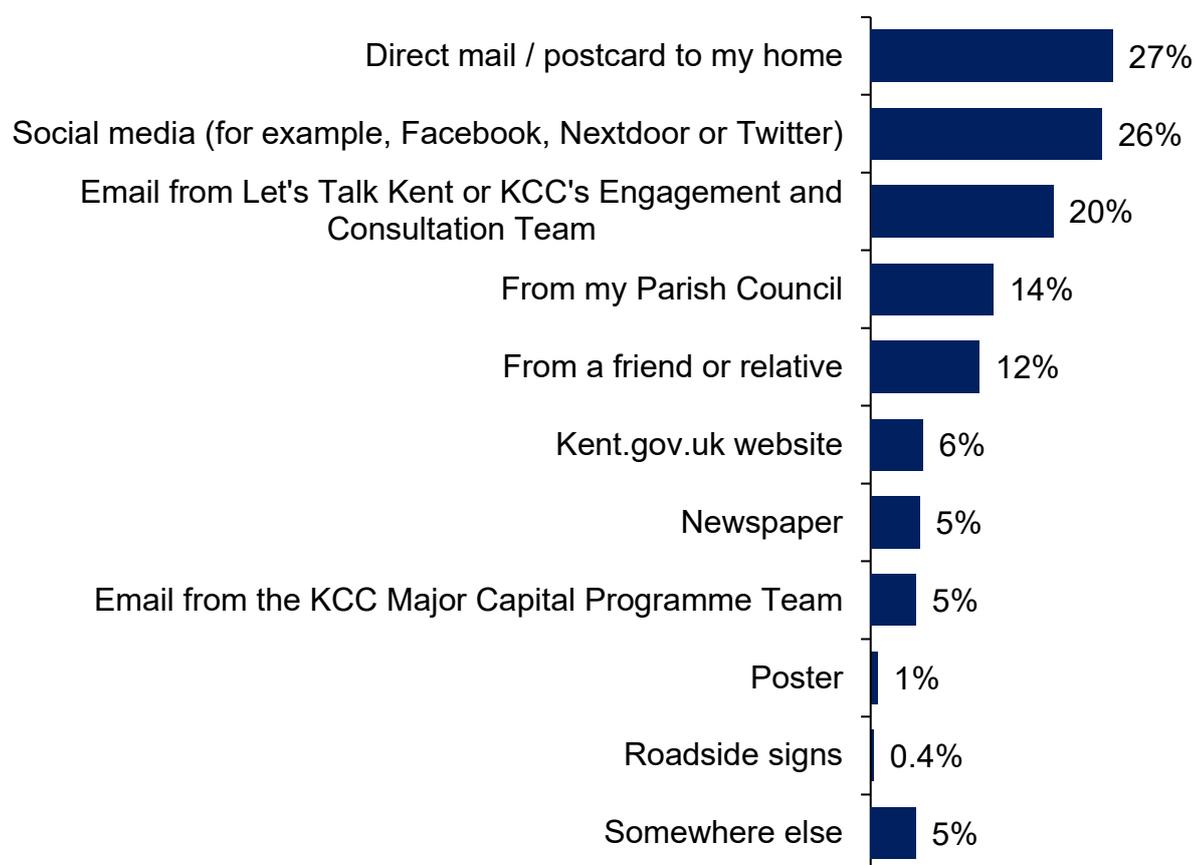
Just over a third of consultees claim the proposed walking and cycling infrastructure would encourage them to walk / wheel more often (37%). 46% disagree it would.

CONSULTATION AWARENESS

- The most common routes to finding out about the consultation are direct mail / postcard to home (27%), social media (26%) and an email from Let's Talk Kent or KCC's Engagement and Consultation team (20%).
- 14% found out through their Parish Council.

How did you find out about this consultation?

Base: all answering (258), consultees had the option to select more than one response.



SUPPORTING DATA TABLE	Number of consultees of total answering 258	% of total answering 258
Direct mail/postcard to my home	69	27%
Social media (e.g. Facebook, Nextdoor or Twitter)	66	26%
Email from Let's Talk Kent or KCC's Engagement and Consultation team	52	20%
From my Parish Council	35	14%
From a friend or relative	31	12%
Kent.gov.uk website	15	6%
SUPPORTING DATA TABLE	Number of consultees of	% of total

	total answering 258	answering 258
Newspaper	14	5%
Email from the KCC Major Capital Programme Team	13	5%
Poster	2	1%
Roadside poster	1	0.4%
Somewhere else (e.g. Thanet News website a local cycle group)	12	5%

USE OF A28 CANTERBURY ROAD

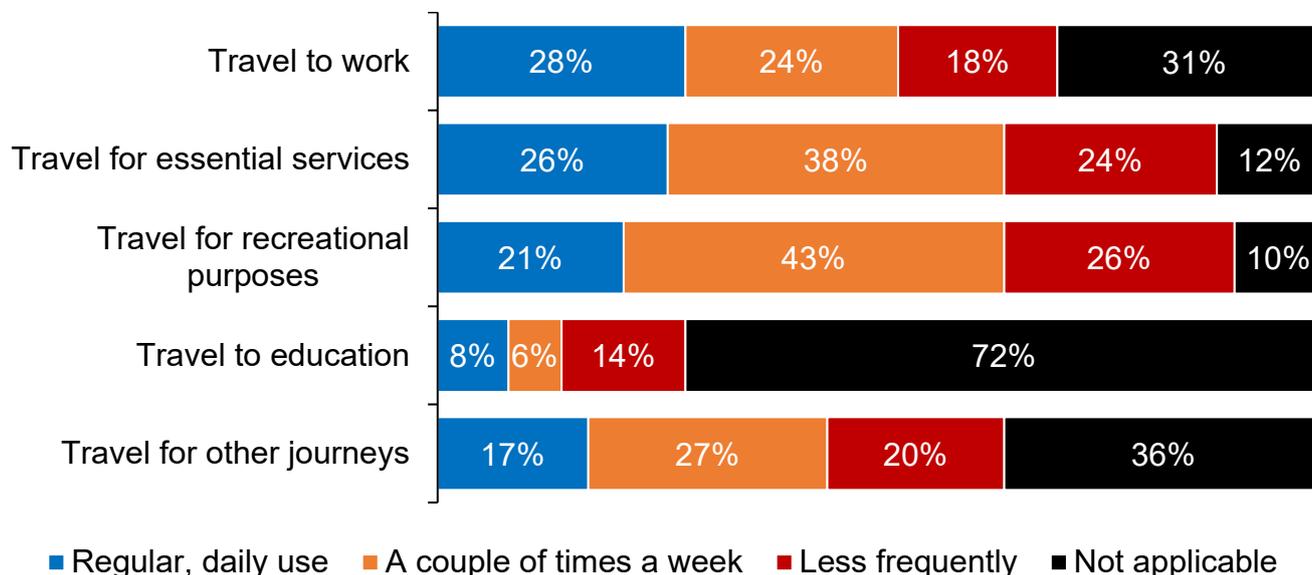
Consultees were asked to indicate how they currently use A28 Canterbury Road, in terms of purpose / reasons for using as well as transport mode.

REASONS FOR USING A28 CANTERBURY ROAD

- Just over half of consultees (52%) use the A28 Canterbury Road for travel to work at least a couple of times a week. 69% of consultees use the A28 Canterbury Road for travel to work to some degree.
- Just under two thirds of consultees (65%) use the A28 Canterbury Road for travel for essential services at least a couple of times a week. 88% of consultees use the A28 Canterbury Road for travel for essential services to some degree.
- Just under two thirds of consultees (65%) use the A28 Canterbury Road for travel for essential services at least a couple of times a week. 88% of consultees use the A28 Canterbury Road for travel for essential services to some degree.
- Just under two thirds of consultees (64%) use the A28 Canterbury Road for travel for recreational purposes at least a couple of times a week. 90% of consultees use the A28 Canterbury Road for travel for recreational services to some degree.
- 14% use the A28 Canterbury Road for travel for education at least a couple of times a week. 28% of consultees use the A28 Canterbury Road for education to some degree.
- 45% use the A28 Canterbury Road for travel for other journeys at least a couple of times a week. The majority of journeys noted by consultees for this question are visiting family / friends / social visits.

Please tell us why you use the A28 Canterbury Road and how often...?

Base: all answering (167-226), the sum of individual percentages for each mode may not sum to 100% due to rounding.



Travel to work

SUPPORTING DATA TABLE	Number of consultees of total answering 199	% of total answering 199
Regular, daily use	55	28%
A couple of times a week	48	24%
Less frequently	35	18%
Not applicable	61	31%

Travel for essential services

SUPPORTING DATA TABLE	Number of consultees of total answering 226	% of total answering 226
Regular, daily use	59	26%
A couple of times a week	87	38%
Less frequently	54	24%
Not applicable	26	12%

Travel for recreational purposes

SUPPORTING DATA TABLE	Number of consultees of total answering 223	% of total answering 223
Regular, daily use	47	21%
A couple of times a week	95	43%
Less frequently	59	26%
Not applicable	22	10%

Travel for education

SUPPORTING DATA TABLE	Number of consultees of total answering 167	% of total answering 167
Regular, daily use	13	8%
A couple of times a week	10	6%
Less frequently	24	14%
Not applicable	120	72%

Travel for other journeys

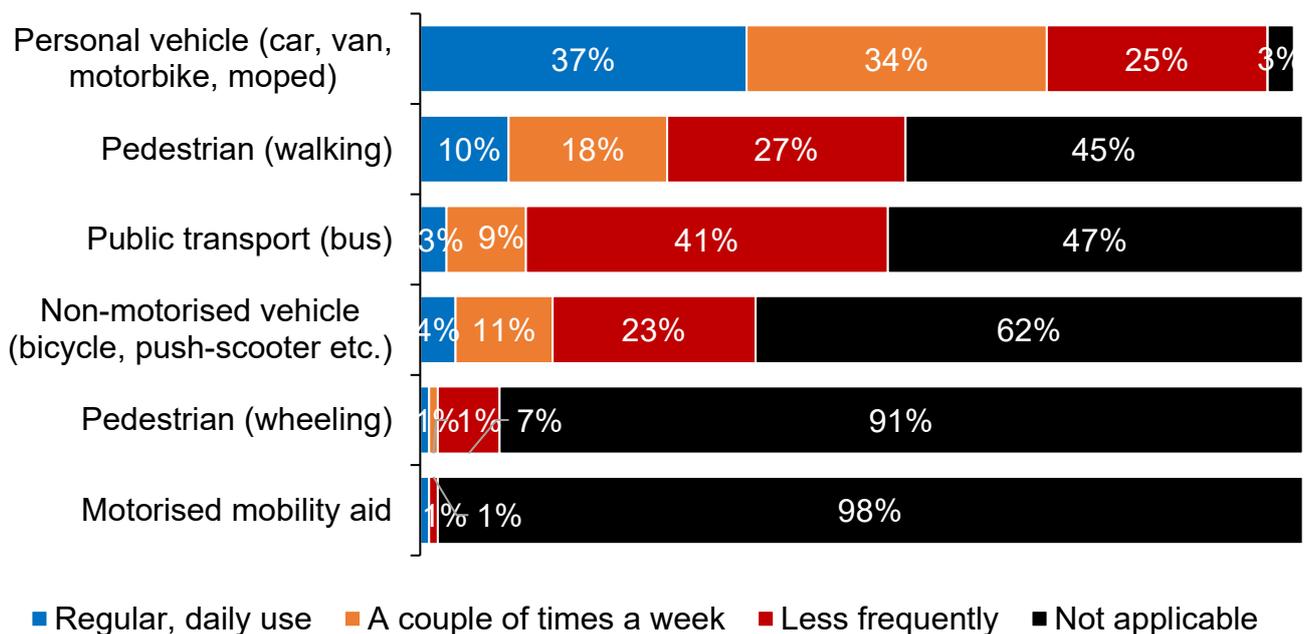
SUPPORTING DATA TABLE	Number of consultees of total answering 168	% of total answering 168
Regular, daily use	29	17%
A couple of times a week	46	27%
Less frequently	33	20%
Not applicable	60	36%

HOW A28 CANTERBURY IS USED (MODES OF TRANSPORT)

- Just over seven in ten (71%) use the A28 Canterbury Road via a personal vehicle (car, van, motorbike, moped) at least a couple of times a week. 97% of consultees use the A28 Canterbury Road using a personal vehicle to some degree.
- Just over a quarter of consultees (28%) walk on the A28 Canterbury Road at least a couple of times a week. 55% of consultees walk on the A28 Canterbury Road to some degree.
- 12% travel on the A28 Canterbury Road by bus at least a couple of times a week. 53% of consultees travel by bus on the A28 Canterbury Road to some degree.
- 15% travel on the A28 Canterbury Road via a non-motorised vehicle (bicycle, push scooter) at least a couple of times a week. 38% of consultees travel on a non-motorised vehicle on the A28 Canterbury Road to some degree.

Please tell us how you use the A28 Canterbury Road and how often...?

Base: all answering (169-251), the sum of individual percentages for each mode may not sum to 100% due to rounding



Personal vehicle (car, van, motorbike, moped)

SUPPORTING DATA TABLE	Number of consultees of total answering 251	% of total answering 251
Regular, daily use	94	37%
A couple of times a week	85	34%
Less frequently	64	25%
Not applicable	8	3%

Pedestrian (walking)

SUPPORTING DATA TABLE	Number of consultees of total answering 180	% of total answering 180
Regular, daily use	18	10%
A couple of times a week	33	18%
Less frequently	48	27%
Not applicable	81	45%

Public transport (bus)

SUPPORTING DATA TABLE	Number of consultees of total answering 176	% of total answering 176
Regular, daily use	6	3%
A couple of times a week	15	9%
Less frequently	73	41%
Not applicable	82	47%

Non-motorised vehicle (bicycle, push-scooter etc.)

SUPPORTING DATA TABLE	Number of consultees of total answering 169	% of total answering 169
Regular, daily use	7	4%
A couple of times a week	19	11%
Less frequently	39	23%
Not applicable	104	62%

Pedestrian (wheeling)

SUPPORTING DATA TABLE	Number of consultees of total answering 154	% of total answering 154
Regular, daily use	2	1%
A couple of times a week	1	1%
Less frequently	11	7%
Not applicable	140	91%

Motorised mobility aid

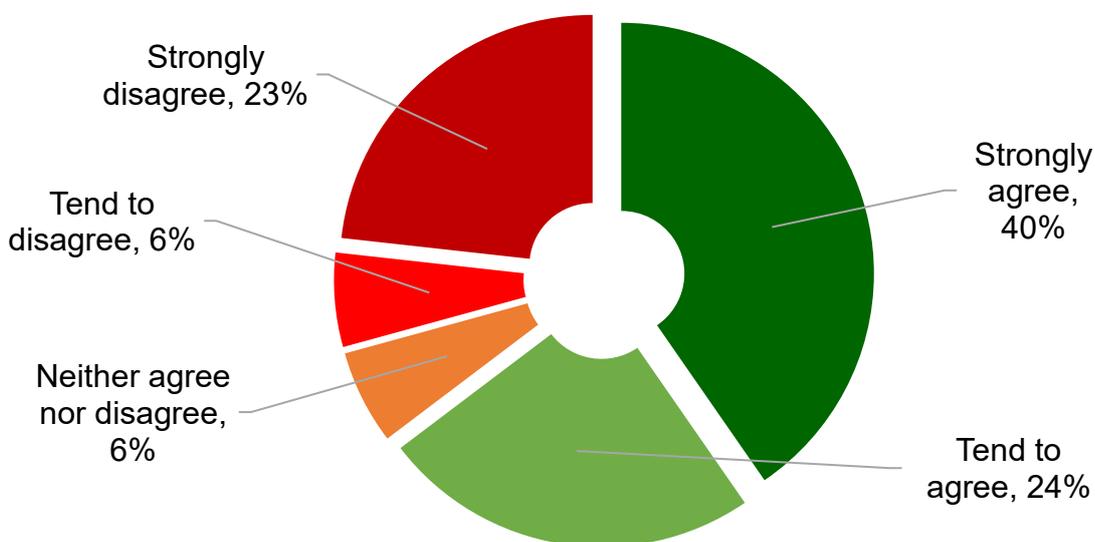
SUPPORTING DATA TABLE	Number of consultees of total answering 154	% of total answering 154
Regular, daily use	2	1%
A couple of times a week	0	0%
Less frequently	1	1%
Not applicable	151	98%

RESPONSE TO CONSULTATION PROPOSALS

RESPONSE TO OVERALL PROPOSALS FOR NORTH THANET LINK

- Just under two thirds of all consultees answering agree with the overall proposals for the North Thanet Link (65%). 29% disagree with the overall proposals and 6% neither agree nor disagree.
- Agreement with the overall proposals is significantly higher amongst male consultees (75%) compared to female consultees (48%). Agreement is broadly consistent amongst consultees aged 35-59 (62%) and consultees aged 60 & over (67%).
- 68% of consultees who use a personal vehicle on the A28 Canterbury Road at least a couple of times a week agree with the overall proposals. Whilst base sizes are small (51 consultees), agreement with proposals amongst consultees who walk on the A28 Canterbury Road at least a couple of times a week is comparatively lower (53%).

To what extent do you agree or disagree with the overall proposals for the North Thanet Link? Base: all providing a response (258), the sum of individual percentages may not sum to 100% due to rounding



SUPPORTING DATA TABLE	Number of consultees of total answering 258	% of total answering 258
Strongly agree	104	40%
Tend to agree	63	24%
Neither agree nor disagree	16	6%
Tend to disagree	16	6%
Strongly disagree	59	23%

Consultees were given the opportunity to provide their reasons for their answer in their own words. For the purpose of reporting, we have reviewed respondents' comments and have grouped common responses together into themes. These are reported in the table below. 93% of consultees provided a comment at this question.

The most common positive mentions are that there is too much congestion in the area / the A28 is over-used and not fit for purpose (38% of consultees answering the question) and general agreement with proposals and a better road infrastructure is needed in the area (35%). 9% commented that the proposals will be needed due to local housing development and 7% commented that it will improve air quality. 6% commented that it would provide a better infrastructure for pedestrians / cyclists.

Please tell us the reason for your answer in the box below. Base: all answering (239)

SUMMARY OF POSITIVE MENTIONS

	Number of consultees of total answering 239	% of total answering 239
Too much congestion in area / A28 overused / not fit for purpose	91	38%
Agree with proposals / much needed / better road infrastructure needed	83	35%
Much needed due to housing development	22	9%
Poor air quality / air quality will improve	17	7%
Provides better infrastructure for pedestrians / cyclists (much needed)	14	6%
Scheme is long overdue / must be completed as soon as possible	13	5%
Currently unsafe / improves road safety (including pedestrian and cyclist considerations)	9	4%
Provides better access to Thanet	7	3%

Some example verbatim comments from the key themes of agreement with proposals can be found below:

“There is significant load on the A28 through Birchington in particular. As an ambulance route, as well as the main route for tourist (and all other traffic to Margate) it causes rather significant noise and air pollution. This will be a positive development for the area, adding capacity while not causing significant disruption or changes to the existing A28/Seafront road.”

“The A28 will become gridlocked due to the extreme numbers of new housing developments expected to pop up within its vicinity. This link road will take some pressure of the A28 at the expense of rural habitat but is a necessary evil. Without it, traffic will

continue to be pushed onto roads that are currently not suited to such volumes. However learning that the link will widen existing roads without include dual carriageways I'm slightly concerned it might not be sufficient an improvement for very long."

"The A28 frequently becomes congested with traffic coming from the St Nicholas roundabout, particularly in the area around Birchington Square. This often leads to traffic using Crispe Road, a narrow virtually one lane country road leading to the village of Acol and results in severe traffic congestion at the junction between Crispe Road and Acol Hill. This is a particular problem on fine summer days when visitors to the area are directed along Crispe Road by their sat navs often causing long tail backs in Crispe Road preventing Crispe Road residents accessing their properties from the village end of the road. This part of Thanet is in need of an upgrade of the existing road system to allow better access to the areas of Westgate-on-Sea, Garlinge and Margate.

"Getting to A299 from Broadstairs is very time consuming, any improvement will be welcome. Safety on the present road from Shottendane traffic lights to Acol and the A28 is an issue because the roads were not originally designed to carry the traffic they now do."

"At peak times during the week and at weekends the A28 between Brooksend and Birchington Square becomes extremely congested and this situated will only get more congested in future years. The A28 is probably the most used road for residents in Margate, Cliftonville and Broadstairs wishing to leave Thanet. No doubt future development will take place only creating more A28 traffic. The extension of Columbus Way to the top of Acol Hill must be a plus as it takes ever increasing traffic away from Acol. Coffin House corner will be much improved with some traffic being diverted around this busy junction. Overall a very good and much overdue scheme."

"The benefits that a scheme such as the North Thanet Link Relief Road (NTLRR) will bring are appreciated particularly in relation to the A28 and varying cross island movements. A successful scheme will also provide additional value to the Highways England strategic network improvements to the west of Thanet while also ensuring improved connections and value to both Margate and other parts of Thanet."

"Simply put, this must happen... please... the health and safety of our community must come first. The existing road is no longer fit for purpose in the modern world. Please move the noisy and polluting traffic away from our homes!!! Please... No more dirty traffic and loud lorries!"

"Good scheme subject to funding let's hope we can get it done ASAP. Would prefer to see underpass for pedestrians and cyclists than staggered crossings, as gives better flow for everyone."

The most common concerns / considerations raised are that proposals will impact farmland / reduce food production capacity / perceptions farmland shouldn't be used / it will leave farmland vulnerable to development (12% of consultees answering the question) and would spoil the countryside / cause environmental / ecological damage (8%). 10% commented they believe the scheme will increase congestion / pollution / be dangerous and 6% commented the new routes will facilitate new housing development in the area. 9% commented that the scheme is not needed / is a waste of money / money would be better spent elsewhere. 6% commented that proposals do not include sufficient cycling / pedestrian infrastructure.

SUMMARY OF CONCERNS / CONSIDERATIONS

	Number of consultees of total answering 239	% of total answering 239
Impact farmland / reduce food production capacity / should not use farmland / will leave farmland vulnerable to development	28	12%
Scheme will increase congestion / pollution / be dangerous	25	10%
Scheme not needed / waste of money / money better spent elsewhere	21	9%
Spoil countryside / cause environmental / ecological damage	20	8%
New routes will facilitate new housing development	15	6%
Proposals don't include sufficient cycling / pedestrian infrastructure	15	6%
Perceptions that there is too much housing / development in the area already	15	6%
Detrimental to wildlife	14	6%
Scheme needs to cover more areas / roads	12	5%
Public transport must be improved	10	4%
Further suggestions for limiting traffic on certain roads	10	4%
Doesn't encourage reducing car usage / should be encouraging reduced car usage	7	3%
Proposed route does not have sufficient entry and exit points / congestion at those points	4	2%

Some example verbatim comments from the concerns raised can be found below:

“The project is not fully funded and will see large seabed of farmland destroyed for a partially complete project which will, as a result of the massive population increase serve to generate more traffic that currently exists.”

“The Link will relieve traffic between Brooksend and Birchington BUT it will cut through valuable farming land that in future years will be needed for food supplies especially as the state of the world at present.”

“The proposed roundabout will cause more traffic and so when the roundabout gets busier and to capacity people will start to use rat runs and then put increased pressure on other road systems which are not designed for. The amount of farmland you are planning on destroying for this including the margins which are curial for pollinators is criminal.”

“The A28 Canterbury Road and Shottendane Road is never a problem to use. This proposed link road will mean the loss of grade and 2 prime agricultural land and to the unnecessary proposed housing developments that are being planned.”

“I don't agree with the idea as the current road is sufficient and the new idea, just adds a cycle route, but the proposal will wreck the small area of countryside along the Shottendane and surrounding roads, again putting our wildlife on the brink of losing what little area is left. Some of these animals, including bats are on the red list. It will also be dangerous near the school, due to the T junction and the considerable amount of cars at coffin house corner.”

“To encourage more cyclists and reduce overall pollution, I would like a reconsideration of making a cycling lane in both directions on the A28 to enable residents to move between houses and schools and shops with the present enthusiasm for E-bikes and pedal cycles for shorter journeys, a good cycle connection within the present housed areas is a very much needed improvement.”

“The scheme also opens the way for the housing over development plans for Thanet to generate a large amount of new traffic, is the scheme taking that into account & will it be able to cope in the future? If not it is a waste of time. Has the pollution aspect been taken into account for all these people you are expecting to use your footpaths?”

“To achieve maximum benefit, the following matters must be addressed: 1) It is essential that it is constructed in one co-ordinated construction process rather than relying on a sporadic approach linked to individual housing and other development initiatives; 2) A roundabout connection should be provided on the junction with the A28 ensuring that inclusive queuing delays are minimised beyond those usually associated with signal controlled junctions; 3) Accepting that there will be occasions where traffic will chose to divert from the St Nicholas Roundabout along the A299 to Minster Roundabout to connect into the NTLRR, it is essential that an analysis of the future operational and service efficiency of the Minster/Tothill/Minster Road Roundabout is undertaken. Noting that one of the objectives associated with cross island traffic movement supports the connection and link from Columbus Avenue, onto the A299, free flow running lanes should be provided onto the roundabout (similar to the A299/A256 Roundabout); 4) Habitual on-street parking along Columbus Avenue should be addressed to ensure future benefit of reduced traffic through Acol; 5) Maximum provision of service utility ducting and utility access routes should be provided across and along the scheme to avoid excavations in road space once the NTLRR has been constructed; 6) Given that there is an expectation for significant developer contributions, we insist that any funding deficit in this process should not be achieved through the possible approval of additional housing allocations within or adjacent to Minster; 7. Appreciating that one of the key objectives is to provide relief to the A28, we

do not accept that construction of the NTLRR should be deemed to facilitate a reinstatement of the recently abandoned Active Travel Fund Scheme between Birchington and Margate; and 8. In order that full connectivity and consequential benefits of the scheme can be achieved, the key junctions at the eastern end of the scheme will need to have service and capacity improvements. It will not be acceptable to transfer the currently experienced congestion from the Birchington area to the Westbrook and south Margate area.”

“There are over 1,100 horses passported to owners living within the Thanet District and the area surrounding the proposed link highway is especially densely populated with horses. Their contribution to the local area needs to be considered when designing this scheme. Where existing roads are made less busy as a result of this project, then these roads should have traffic calming measures to ensure that they are more inviting and safer to use by vulnerable road users, including equestrians.”

“Although locally the predicted 18000 vehicles (daily by 2043) travelling along the A28 may be perceived high, such traffic volumes are not extraordinary high for an A-road, and the current (and future) congestion along the A28 is (and will be) mainly confined to weekday peak periods. With respect to road traffic collision reduction and / or the promotion of sustainable travel, again there seems little evidence to support the scheme.”

“We consider that in accordance with Government policy every effort must be made to avoid and mitigate environmental impacts and ensure that biodiversity net gain is achieved through this project. We would therefore expect that a high-quality package of environmental mitigation measures is developed and delivered as part of the scheme.”

“Absent developer contributions, KCC will likely be left with risking a 'top up' of the £60 millions 'budget' for Thanet North Link – a 'ballpark' figure that could easily be doubled given the uncertainties of large schemes. At the recent Westgate hustings, all parties were agreed that a halt must be called to further 'estate' permissions pending a thorough revision of a locally led Local Plan. The then Leader of the District Council endorsed this decision from the floor and it was agreed that a Local Plan Forum should be instituted under a revised Statement of Community Involvement. Thus, since the North Link scheme appears heavily predicated on a vast population expansion, it must be a 'castle in the air' built on very fine sand. It would be more sensible to spend such monies as might become available on roads that can actually be deemed 'strategic'. Locally this ought to mean a review ensuring improved access opportunities between Port Ramsgate and Dover (as a spread of 'transport risk' in national flow consideration) as a clear preference to the highly 'parochial' Thanet North Link 'Port Ramsgate' is where the new TDC administration sees economic development taking place and it is nearer our hopes for 'life sciences' regeneration at Sandwich.”

“The engineering components of the scheme have been in gestation for several years and reflect the discussions held with the developers. It is noted that the scheme as presented is greater than previously considered as the scale of the highway proposals in some locations is greater than required to mitigate the allocated developments as required by the National Planning Policy Framework and CIL Regulations. It is recognised that some resilience to accommodate longer term growth in economic activity in the area also needs to be taken into account. However it is also important to adhere to the legal tests of proportionality

when considering developer contributions to infrastructure improvements. This is particularly the case with Funding option 2 (Developer Funding Only)."

Ten consultees put forward additional suggestions for limiting traffic in certain areas. Examples of these can be found below:

"I strongly agree with the principles outlined in this proposal, except for the fact that the new road ceases at Hartsdown Road.....this will just move the congestion from Birchington Square to Hartsdown Road! Why not continue the link directly to Margate seafront near the Railway Station and/or continue to link-up with the development at Westwood?."

"I think this proposal is a very good one, except it has one major flaw.. From the plans there seems to be no link from the Westwood cross development (Artemis View) to New Link road between Shottendane Road and Manston Road. so there will be no traffic relief on Nash Road. At present , Nash road is completely inadequate to cope with traffic from the new development that wants to travel to Margate or Westgate and Birchington. Without a new link road to Manston road from the Nash road development the traffic will still be horrendous."

"We recognise that the plan will involve closing the end of Margate Hill to traffic, which is a step in the right direction. However, a further consideration needs to be Crispe road, which is a single track with passing places; those places being upon an unstable bank and several vehicles have tipped into the field. North Thanet is at gridlock during the summer months and Crispe road is used as a short cut for traffic wishing to bypass traffic jams. This results in the road being congested and those who live on Crispe Road are not able to leave the or return to their homes during these times as access to the road is impossible."

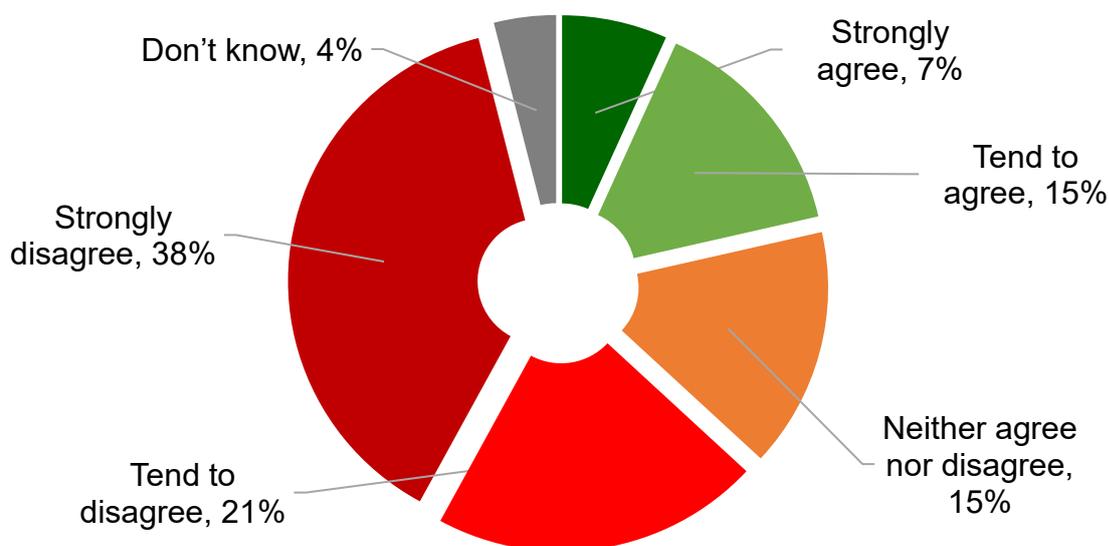
"People often use Garlinge High Street as a `cut through` to Canterbury Road and it gets worse in the summer months due to day trippers and holiday makers visiting the area. Garlinge High Street should be made non accessible from Shottendane Road to limit the amount of traffic using it."

RESPONSE TO OPTION 1 SIGNAL JUNCTION ON THE A28

- Just under a quarter of all consultees answering agree with the Option 1 Signal Junction on the A28 (21%). 59% disagree with Option 1 and 15% neither agree nor disagree.
- Agreement is broadly consistent amongst male (27%) and female (19%) consultees and consultees aged 35-59 (21%) and consultees aged 60 & over (22%).
- 22% of consultees who use a personal vehicle on the A28 Canterbury Road at least a couple of times a week agree with Option 1. Whilst base sizes are small (51 consultees), agreement is broadly consistent (18%) amongst consultees who walk on the A28 Canterbury Road at least a couple of times a week.

The proposed North Thanet Link scheme design currently includes two options for the junction at the existing A28 Canterbury Road in Birchington. See pages 10 to 13 of the consultation document for more information. To what extent do you agree or disagree with Option 1 Signal Junction on the A28?

Base: all providing a response (252), the sum of individual percentages may not sum to 100% due to rounding



SUPPORTING DATA TABLE	Number of consultees of total answering 252	% of total answering 252
Strongly agree	17	7%
Tend to agree	37	15%
Neither agree nor disagree	39	15%
Tend to disagree	53	21%
Strongly disagree	96	38%
Don't know	10	4%

Consultees were given the opportunity to provide their reasons for their answer in their own words. For the purpose of reporting, we have reviewed respondents' comments and have grouped common responses together into themes. These are reported in the table below. 75% of consultees provided a comment at this question.

The most common positive mentions are that traffic lights are safer for pedestrians / cyclists (9% of consultees answering the question), in general (5%) and would help to regulate / control / slow traffic (4%). 6% commented they had a general preference for traffic lights.

Please tell us the reason for your answer in the box below. Base: all answering (194)

SUMMARY OF POSITIVE MENTIONS

	Number of consultees of total answering 194	% of total answering 194
Traffic lights are safer for pedestrians / cyclists	17	9%
Prefer traffic lights / signal junction	11	6%
Traffic lights would be safer in general	10	5%
Traffic lights help to regulate / control / slow traffic	8	4%

Some example verbatim comments from the positive mentions made can be found below:

“Traffic lights tend to work better at controlling traffic travelling at volume & speed. An example is the A28 junction for Westgate before Ursuline College.”

“I think the signal junction would be the best option as long as the lights are timed correctly. Anything that causes long queues will encourage people to find other routes as is the case now.”

“With more housing proposed for the area I think signals would provide a safer junction for both motor vehicles and pedestrians having to cross it.”

“Motorists tend to stop for traffic lights, whereas on my daily drive to Monkton, many motorists do not slow down on the approach to roundabouts and some do not even stop to give way.”

The most common concern is a perception that traffic lights cause congestion / slow / disrupt traffic flow (43% of consultees answering the question). 8% commented that traffic lights cause pollution / in comparison to roundabouts, 5% commented that the proposal for traffic lights would be unsafe for pedestrians / cyclists in its current format and could create issues for other roads (5%). 20% commented they had a preference for roundabouts / roundabouts would be better for traffic flow.

SUMMARY OF CONCERNS / CONSIDERATIONS

	Number of consultees of total answering 194	% of total answering 194
Traffic lights cause congestion / slow / disrupt traffic flow	84	43%
Roundabout would be better / prefer roundabout / roundabout better for traffic flow	38	20%
Scheme not needed / disagree with proposal	17	9%
Traffic lights cause pollution / roundabouts less pollution	15	8%
Traffic lights would be unsafe for pedestrians / cyclists / more provision needed	9	5%
Traffic lights would create issues on other roads	9	5%
Suggestions to make traffic lights more efficient	7	4%
Suggestions for scheme	7	4%
Impact farmland / wildlife / green space	4	2%
Don't know / undecided / not concerned	10	5%

Some example verbatim from the concerns raised can be found below:

“This option would create congestion along the A28 in both directions and along the section of new road between the A28 and Acol Hill, parts of which are or will be residential. The stop-start nature of the traffic would increase air and noise pollution at the junction.”

“Anything that holds up traffic like this shouldn’t be approved. Roundabouts are better for keeping traffic moving.”

“Traffic coming into Birchington already backs up critically in the evening with returning commuters and severely when there is holiday and recreational traffic arriving at weekends and during the entire summer. Traffic lights would simply increase the impact by reducing the flow of traffic and extend the tailbacks.”

“Traffic lights are a nightmare, just look at Westgate traffic lights at peak times. The traffic would back up the Brooksend hill, especially worse is cold dark winter months. Option 2 is better as long as you incorporated a second segregated left turn merge lane to merge traffic coming from the Acol direction seamlessly into the London bound A28.”

Some of the example alternative suggestions for the scheme / to make a traffic light proposal more efficient can be found below:

“The positioning of this junction is wrong, it should be at the bottom of Brooks End Hill, at the end of the dual carriageway. A traffic light junction at the brow of Brooks End Hill would cause traffic to back up down the hill, generating more exhaust pollution than would be generated on flat road. A key objective of the new road should be to relieve congestion in The Square, traffic lights are unlikely to encourage traffic to turn right towards Margate to avoid The Square - a filter is more likely to push more traffic straight ahead.”

“The proposed link will reduce traffic. Pedestrians currently don't use the Brooksend Hill anyway apart for a bus stop a mile west. If traffic is calmed will this lower any existing risk? A roundabout with a dedicated lane for Minnis and Birchington and a right hand dedicated lane for Margate.”

“Option 1 included the use of Westbrook Avenue which is totally a residential area and which is very busy at this point and feel it should be a 20 mph residential road.”

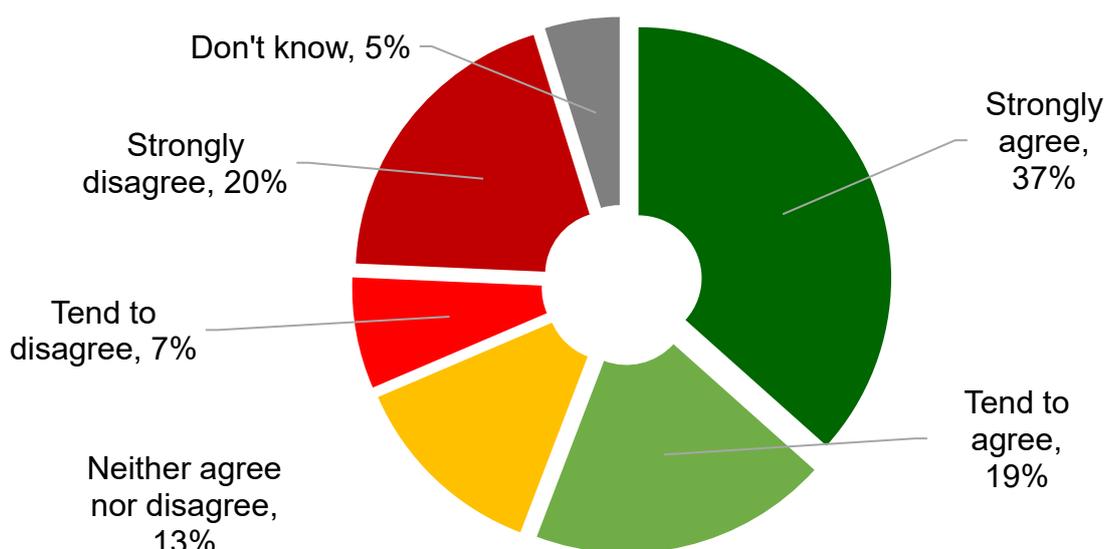
“Not in the right place. It should be sited at the bottom of the hill. It would discourage folk from using Crispe Road. it would connect up with the end of the dual carriage. it would connect up with the cycle path that runs along the side of the dual carriage way. A roundabout in that position would be preferable.”

RESPONSE TO OPTION 2 ROUNDABOUT JUNCTION ON THE A28

- Just under six in ten of all consultees answering agree with the Option 2 Roundabout Junction on the A28 (56%). 27% disagree with Option 2 and 13% neither agree nor disagree.
- Agreement is higher amongst male consultees (63%) compared to female consultees (48%). Agreement is more consistent by age with 65% of consultees aged 35-59 agreeing and 56% of consultees aged 60 & over agreeing.
- 61% of consultees who use a personal vehicle on the A28 Canterbury Road at least a couple of times a week agree with Option 2. Whilst base sizes are small (51 consultees), agreement with Option 2 amongst consultees who walk on the A28 Canterbury Road at least a couple of times a week is slightly lower at 55%.

To what extent do you agree or disagree with Option 2 Roundabout Junction on the A28?

Base: all providing a response (251) the sum of individual percentages may not sum to 100% due to rounding



SUPPORTING DATA TABLE	Number of consultees of total answering 251	% of total answering 251
Strongly agree	92	37%
Tend to agree	48	19%
Neither agree nor disagree	32	13%
Tend to disagree	18	7%
Strongly disagree	49	20%
Don't know	12	5%

Consultees were given the opportunity to provide their reasons for their answer in their own words. For the purpose of reporting, we have reviewed respondents' comments and have grouped common responses together into themes. These are reported in the table below. 74% of consultees provided a comment at this question.

The most common positive mention is a perception that a roundabout design would be better for traffic flow / cause less congestion (51% of consultees answering the question). 12% commented they had a general preference for a roundabout.

Please tell us the reason for your answer. Base: all answering (190)

SUMMARY OF POSITIVE MENTIONS

	Number of consultees of total answering 190	% of total answering 190
Roundabout would be better traffic flow / cause less congestion	96	51%
Prefer a roundabout	22	12%

Some example verbatim comments from the positive mentions made can be found below:

“A suitably designed roundabout would enable traffic to flow more smoothly through the junction, especially if "feeder" lanes are incorporated to facilitate easier merging of traffic leaving/joining the A28 and the new link road. There would be significantly fewer delays and less pollution. It is noticeable that all other primary junctions on the proposed link road include roundabouts not traffic signals.”

“Much of the traffic coming from the A299 up the hill on the A28 approaching Birchington will be turning right onto the new road. By far the best way of smoothing the traffic flow will be for this to be a right turn at a roundabout. This is infinitely preferable to having traffic lights.”

“Roundabouts are much more free flowing and allow for smoother journeys. They also mean vehicles are idling for less time which reduces unnecessary pollution.”

“A roundabout will allow continuous traffic flow. Two lanes are required in the incoming route to allow a right hand lane for traffic to the new link highway to Margate and a left lane for traffic to Minnis and Birchington. This will significantly reduce tailbacks for local traffic and traffic pollution.”

“Please make sure this is a roundabout - traffic lights don't help at all with traffic flow. Will this road cope with all (future) developments which are being planned? Park Road is already too narrow - I am concerned it will be used as a rat run to Birchington and housing estate.”

“A roundabout junction on the A28 is the preferred option of the Council. Our position is that the road link should be delivered before any development of new homes. The link road should be built around the proposed future development and not through it. There is concern about cyclists and pedestrians using the same pathways.”

The most common concern is a perception that a roundabout design would be unsafe for pedestrians / cyclists / more provision of this is needed in the design (11% of consultees answering the question). 6% commented they felt roundabouts are unsafe / drivers don't use them properly and 3% commented that roundabouts cause congestion / are slow / disrupt traffic flow. 8% put forward suggestions to make a roundabout design more efficient.

SUMMARY OF CONCERNS / CONSIDERATIONS

	Number of consultees of total answering 190	% of total answering 190
Roundabout would be unsafe for pedestrians / cyclists / more provision needed	21	11%
Suggestions to make roundabout more efficient	16	8%
Roundabout is unsafe / drivers don't use them properly	12	6%
Scheme not needed / disagree with proposal	10	5%
Roundabout causes congestion / slow / disrupt traffic flow	6	3%
Prefer traffic lights	6	3%
Impact farmland / wildlife / green space	5	3%
Suggestions for scheme	4	2%
Don't know / undecided / not concerned	8	4%

Some example verbatim comments from the concerns raised can be found below:

“Roundabouts can turn into a 'free for all' and do not provide pedestrians with as safe a way of crossing the road.”

“Roundabouts can be challenging for pedestrians and cyclists, and providing public transport priority can lead to excessive land take.”

“The roundabout junction offers significantly less connectivity for pedestrians and cyclists than the signalised junction for those using the shared use footway and at the very least a straight-over toucan crossing should be required off the northwestern arm as part of the new development to mitigate this.”

“At present most pedestrians going to and from Acol to Birchington walk up the hill on the field behind the tree screen to the top and then behind the hedgerow opposite Quex Park which is a lot shorter than that shown on the proposed plan. As a cyclist I and many others would like to be able to use Acol Hill rather than the longer route proposed. Would it not make more sense to extend the footway/cycleway down to merge with Acol Hill. If cycling to the Ramsgate area across Manston using the footway/cycleway it becomes necessary to cross first the Manston road then the Shottendane road and the access road to Birchington Vale Holiday Park and then rejoin the Manston road. If this road is as successful as it is intended then as a cyclist I do not fancy this junction without lights controlling the crossings.”

“I believe the road system will be made worse with sections of road leading in a lot of cases nowhere . Manston Road / Coffin house corner / Nash lane is a fine example of a road ended and leading nowhere. This area in particular is going to be made more dangerous with the existing school and cars parked on either side of the roads. Existing roads and new roads do not meet and flow making them narrower in places (Nash Lane - Westwood Cross housing estate).”

Some of the example alternative suggestions for the scheme / to make a roundabout proposal more efficient can be found below:

“You must incorporate a second merge lane at the roundabout for traffic coming from the Acol direction towards London bound A28 traffic. This will allow access to coast bound traffic when hitting the roundabout to flow better into it and around towards Acol.”

“Not happy with siting of roundabout (at top of hill going into Birchington, which is already a bottleneck in busy times). But it is the least bad option. Personally I'd be happier if the roundabout was at the bottom of the hill.”

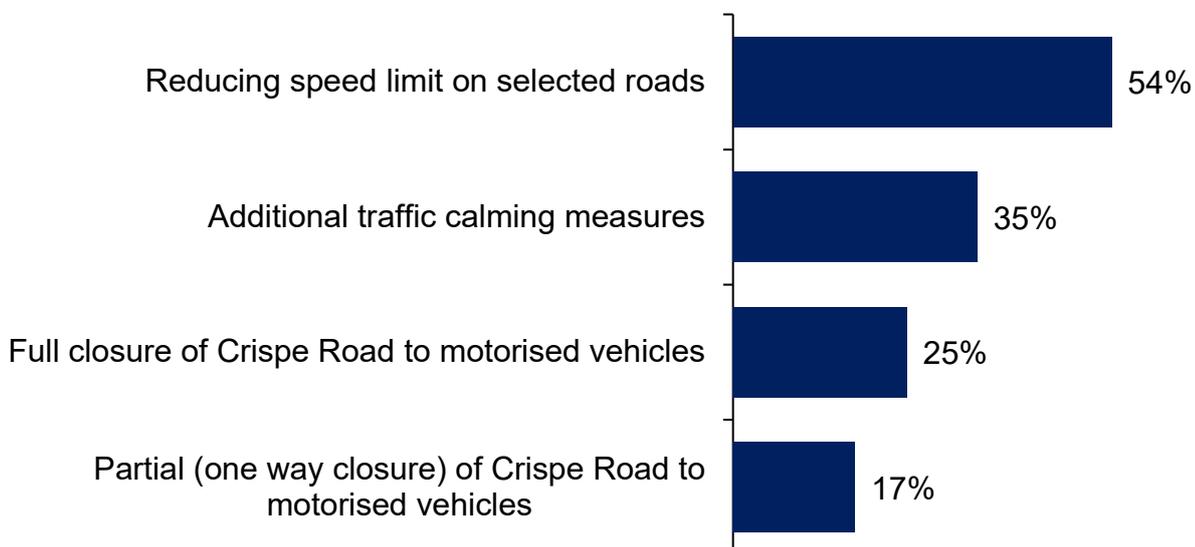
“The local roads should remain the same apart from Garlinge High Street being made non accessible from Shottendane Road.”

SUPPORT FOR ADDITIONAL HIGHWAY MEASURES PROPOSED

- Of the four additional highway measures proposed, support is highest for reducing the speed limit on selected roads (54% of all consultees answering). 35% support for additional traffic calming measures, 25% support for full closure of Crispe Road to motorised vehicles and 17% support partial (one way closure) of Crispe Road to motorised vehicles.
- Support for reducing the speed limit on selected roads is higher amongst consultees aged 35-59 (63%) compared to consultees aged 60 & over (51%). Support for additional calming measures is highest amongst consultees aged 60 & over (47%) compared to consultees aged 35-59 (35%).
- 51% of consultees who use a personal vehicle on the A28 Canterbury Road at least a couple of times a week support reducing the speed limit on selected roads. Whilst base sizes are small (51 consultees), support for reducing the speed limit on selected roads amongst consultees who walk on the A28 Canterbury Road at least a couple of times a week is comparably lower at 36%.
- Whilst base sizes are small (61 consultees), support for full closure of Crispe Road amongst consultees who use non-motorised vehicles is higher at 39%.
- 31 consultees completing the questionnaire provided a postcode within Acol village. Support for each of the additional highway measures amongst these residents is as follows: 21 support reducing speed limit on selected roads, 17 support additional traffic calming measures, 12 support full closure of Crispe Road to motorised vehicles and 11 support partial (one way closure) of Crispe Road to motorised vehicles.

One of the aims of the North Thanet Link scheme is to discourage vehicles from travelling through the residential area of Acol Village unless they are accessing a destination within the village. Which of the following additional highway measures (that are not included within the current scheme proposals) would you support within Acol village?

Base: all answering (230), consultees had the option to select more than one response.



SUPPORTING DATA TABLE	Number of consultees of total answering 230	% of total answering 230
Reducing speed limit on selected roads	124	54%
Additional traffic calming measures	80	35%
Full closure of Crispe Road to motorised vehicles	57	25%
Partial (one way closure) of Crispe Road to motorised vehicles	40	17%

47 consultees also provided a free text comment at this question. Comments contained a mixture of reasons for the highway measure they selected, suggestions for other highway measures and reasons for not supporting additional highway measures. Some example verbatim comments concerning these comments can be found below:

“The closure of Minster Road, Acol to through vehicle traffic onto the B2190, at a suitable position. To both prevent it being used as a 'Rat Run' in future and enhance the quality of the village environment.”

“Pavements both side and if discourage vehicles from travelling through the residential area of Acol Village does that mean the bus 48A and 48 would stop going though there as am sure when Manston is up and running we would need a bus route to maybe connect Birchington to Westgate library route to Margate like the route loop to Broadstairs to Ramsgate Harbour to Manston Airport to Birchington then the same way back Birchington station Manston Airport to Ramsgate the loop route to Broadstairs to Margate then Westgate library to then Birchington station.”

“Make the new road of sufficient attraction so that motorists don't want to use Crispe Road, except for access.”

“The current traffic calming measures allow commercial vehicles to drive through the village and i suspect they will. continue to do so - especially if traffic backs up on the A28. There are two ways (at least) to stop or reduce this: put two proper "give way" curb systems (like the one that protects Manston village coming from Ramsgate). It is said that the reason that they cannot be put in is the lack of a light to illuminate them. One existing give way area has a light nearby and it should not cost a fortune to put the necessary lights in (there is already power for the street lamps anyway). The give way at Manston village not only slows traffic down it forces traffic to actually stop. By making such give ways at both ends of Acol this will make it unattractive for many road users to use the village as a fast cut through. The other thing that could be done is to put more of the raised roadway sections (like the one that has been put into the middle of the Acol road) as these really work and force everyone to reduce speed. The single humps do not work and also create massive noise as trucks and cars with trailers drive over them at speed. A second, more radical, solution would be to turn Minster Road, The Street, Crispe Road and Plumstone Road into a one-way system, apart for pedestrians and cyclists (something which motorists are increasingly getting used to). This would solve the increased traffic issues and also allow a narrower central carriageway to be created in the heart of the village, with traffic

calming measures, and allow for a proper pedestrian pavement and cycle track to be created along the main route through the village. Separate cycle way and pedestrian path could also be created along both Crispe Road and Plumstone Road. Of course this would require a major change in people's mindsets, but it would, by its very virtue, halve the traffic going through the village at any time and also make everything safer (including the single track roads). The question is: would the residents (unlike Londoners and other big city dwellers) get the sense of it?"

"Huge housing development of grade one farmland will no doubt be the outcome of this road's proposal. Enough is Enough!"

"When I go through Acol I hardly see another car so the current measures are working or there just isn't the demand through this area."

PERCEIVED IMPACT ON ACTIVE TRAVEL

- Just over a third of consultees claim the proposed walking and cycling infrastructure would encourage them to walk / wheel more often (37%). 46% disagree it would encourage them to walk / wheel more often. 16% are unsure whether it would encourage them.
- Whilst base sizes are small (94 consultees), 45% of consultees who walk on the A28 Canterbury Road to some degree claim it would encourage them to walk / wheel more often.
- A broadly consistent proportion of consultees claim the proposed walking and cycling infrastructure would encourage them to cycle often (38%). 48% disagree it would encourage them to cycle more often. 14% are unsure whether it would encourage them.
- Whilst base sizes are small (60 consultees), 60% of consultees who use a non-motorised vehicle on the A28 Canterbury Road to some degree claim it would encourage them to cycle more often.

The scheme proposals include a range of off road walking and cycling infrastructure including road crossing facilities. Would the proposed walking and cycling infrastructure encourage you to...?

Base: all answering (245-249), the sum of individual percentages for each question may not sum to 100% due to rounding

Walk / wheel more often

SUPPORTING DATA TABLE	Number of consultees of total answering 249	% of total answering 249
Yes	88	35%
No	110	44%
Don't know	39	16%
Not applicable	12	5%

Cycle more often

SUPPORTING DATA TABLE	Number of consultees of total answering 245	% of total answering 245
Yes	89	36%
No	111	45%
Don't know	32	13%
Not applicable	13	5%

ANY OTHER COMMENTS ON PROPOSALS

At the end of the questionnaire, consultees were given the opportunity to provide any other comments or suggestions on the proposals in their own words. For the purpose of reporting, we have reviewed respondents' comments and have grouped common responses together into themes. These are reported in the table below. 46% of consultees provided a comment at this question.

The most common comments referenced by consultees answering this question concern issues with how particular roads will be affected / general issues (30%) as well as specific areas and roads such as Acol (14%), Shottendane (13%) and Garlinge (8%).

27% of consultees answering commented they would like to see a better provision for pedestrians / more paths / crossings / segregated paths and 22% would like to see a better provision for cyclists / joined up routes / segregated paths. Whilst base sizes are very small (34 consultees), 47% of consultees who indicated they use a non-motorised vehicle on the A28 Canterbury Road to some degree commented they would like to see a better provision for cyclists / joined up routes / segregated paths and 44% commented they would like to see a better provision for pedestrians / more paths / crossings / segregated paths.

14% of consultees answering commented they would like inclusion of a wider area / extension of the scheme / that entry and exit points of proposals will be problematic.

If you have any other comments on the proposed North Thanet Link scheme, including any suggestions for improvements to the design of the A28 Canterbury Road junction or the wider scheme, please tell us in the box below.

Base: all answering (119)

	Number of consultees of total answering 119	% of total answering 119
Concerns / issues with how particular roads will be affected	36	30%
Better provision for pedestrians / more paths / crossings / segregated paths	32	27%
Better provision for cyclists / joined up routes / segregated paths	26	22%
Include wider area / extend scheme / entry and exit points problematic	17	14%
Concerns / issues / suggestions about Acol	17	14%
Negative impact on farmland / wildlife / green space	16	13%
Concerns / issues / suggestions about Shottendane Road	16	13%
Scheme not needed / disagree with scheme / waste of money	15	13%

	Number of consultees of total answering 119	% of total answering 119
Roads are not wide enough / increase capacity / dual carriageway	11	9%
Agree with / support plan / much needed	10	8%
More traffic control/calming measure required / lower speed limits / speed bumps	10	8%
Scheme will push traffic / congestion into other areas	10	8%
No more / too much housing development / lack of amenities / infrastructure	9	8%
Concerns / issues / suggestions about Garlinge	9	8%
Doesn't encourage reducing car usage / should be encouraging reduced car usage	8	7%
More details / consultation needed	8	7%
Scheme is long overdue / start and complete ASAP	7	6%
Concerned about pollution / impact on environment	7	6%
Drainage / flooding concerns	5	4%
Costing / funding concerns	4	3%
Concerns about street lighting	4	3%
More consideration for horses / bridleways required	3	3%
Public transport must be improved	3	3%
Cars parked on roads / reduced capacity / provide parking	3	3%

Some example verbatim comments about concerns / issues with how particular roads will be affected can be found below:

“Consideration needs to be given to the increased traffic which will be generated on Minster Road (and to a lesser extent Garlinge High Street. Minster Road will become the main route between the A28 and the new link road. The section of Minster Road with housing on one or both sides is often congested with parked cars making it impossible for cars to pass in opposite directions at the same time. Also the current junction is often congested with right turning traffic from Minster Road sometimes taking 3 lots of green lights before being able to get to the junction and make the turn. More consideration needs to be given to traffic movements between the A28 and the link road.”

“I live in Garlinge, just off the High Street, where there are currently ZERO traffic calming measures in place and you take your life in your hands trying to get out of our turning into it. Acol appears to be a dead village with no pub and no shop - so why not drive through it

(at 20 miles an hour with those massive sleeping policemen)? Lots of drivers are already using all the other connecting lanes to get about - often at high speed - and these road all need improving - with at least white lines down the middle, down the sides and cats' eyes. None of these are currently in place on Shottendane Road - which is so strange, when other stretches of road seem totally over-designed. Cycle lanes and pavements should be installed on all connecting roads. Garlinge High Street needs a 20 m/h limit and traffic calming, whatever happens."

"A link between the Artemis view development on Nash road and the new link on Manston road would completely free up the traffic back log of cars that want to travel to Westgate and Birchington. Even with the new proposals they do not address this issue. At present Nash road is the only way to go from Westwood cross for all cars even if they only want to go to Margate. At the corner of Artemis view the new section of Nash road narrows into the old section. At present there is not enough room for two cars to pass as the curb has now been raised. and the traffic jam backs up all the way because of the traffic lights on the Shottendane road junction. Once the new development becomes occupied Nash road will become unusable with traffic."

Some example verbatim comments concerning Acol can be found below:

"There is currently very little pedestrian provision for Acol residents, severely impairing non-motorised access to Quex and Birchington. Although we are able to use the sides of some fields, they can be difficult to negotiate for older people and can be impassable in wet or wintry weather. Additional permanent provision extending through the village to Minster Road would greatly improve the situation."

"As a resident of Acol, it would be hugely beneficial to also have a pavement on Acol Hill, to join with the rest of the scheme. Currently we have to drive to get out of the village, as walking in the road with children is too dangerous. We could safely walk to Quex Park or even into Birchington itself if there were suitable footpaths."

"Acol is so dangerous to walk through. The traffic calming measures have not worked as vehicles especially skip trucks drive through so fast and close to where you have to walk on the road. Children have to walk along to either catch or depart from their school bus it is so very dangerous."

"As a resident of Acol, we desperately need the roads calmed in and around the village. The village has very little in the way of footpaths and street lighting. Currently, it's used as a rat run by a lot of car drivers who don't pay attention to their speed. Since moving here several of our cats have been hit by cars. In the summer on sunny weekends, Crispe Road reaches gridlock with cars using it to get to Margate which is just ridiculous given its a single-track road with limited passing points, and a six to eight-foot drop int place into the adjacent field."

Some example verbatim comments concerning Shottendane can be found below:

"I'd suggest the consideration of a dual lane in each direction corridor along Shottendane road, which will provide much greater flow deeper into north Thanet, and benefits for

business (as well as future proofing a primary access route for the planned and future dwelling constructions)."

"Serious consideration should be given to close High Street Garlinge to through traffic (between Stephens Close and Shottendane Road) – this narrow road which is used as a "rat run" simply cannot cope with the existing traffic levels. There could very well be an increase of traffic when the link road is built. In addition there would be no feasible way of widening this section of the High Street due to proximity of many of the existing building to the highway."

"There is scope to improve the cycling facilities there are a number of crossing points that need improvement all main crossing points along the route should consider the needs of cyclists. A cycle and pedestrian crossing point should be provided near the Acol Hill junction where the route changes from north to south and near the proposed Shottendane Road / Manston Road junction as this will be busy junction."

RESPONSE TO EQUALITY IMPACT ASSESSMENT

Consultees were given the opportunity to provide any comments on the draft Equality Impact Assessment in their own words. 21% of consultees provided an answer to this question. However, 35% of these consultees indicated they had no comment / nothing to add. As a result, only 14% of consultees provided an applicable comment at this question.

Of the consultees providing an applicable comment, the most commonly referenced is a perceived effect of the proposals on disabled residents / those with mobility issues / mobility scooters as well as cyclists.

We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity, please add any comments below.

Base: all answering (54)

	Number of consultees of total answering 54	% of total answering 54
Effect on disabled / those with mobility issues / mobility scooter users	11	20%
Diversity / equality is irrelevant to this	9	17%
Effect on cyclists	7	13%
Comments unrelated to equality analysis	5	9%
All considered appropriately / fine as is / no concerns	4	7%
Effect on elderly	3	6%
Effect on pedestrians	3	6%
Criticism of consultation	2	4%
Something else	4	7%
No comment / nothing to add / N/A	19	35%

Some example verbatim comments concerning the perceived effect on disabled residents / those with mobility issues / mobility scooters and cyclists can be found below:

“Without safe footways people with mobility issues cannot even visit neighbours. There are 2 residents aged 80+ on Crispe Road only 2 houses apart that cannot visit each other using their walking aides because drivers are too inconsiderate to slow down.”

“You don't really appear to have considered what cyclists need to enjoy cycling and be safe. There are far too many crossings of side-roads and junctions with roundabouts. It look very dangerous as designed. Probably even worse for wheelchair users.”

“It is not clear to what extent these proposals have taken into account the movement and other needs of asthmatic/respiratory ill or physically disabled people and those who are partially sighted. The plan to build a major road through and adjacent to residential areas does not appear to be understanding or sympathetic.”

“Where pavements are provided I assume they will have drop smooth kerbs for mobility scooters and bicycles.”

“Traffic calming measures e.g. speed humps, vibration strips should be avoided as these are problematic for those with back and other musculoskeletal issues. Similarly, any new road construction or development of existing roads should avoid drains being placed on the width of the road to be used by vehicles (i.e. the road should be sufficiently wide so these are placed at the side of the road but are not on the footprint of road which will be used by vehicles - the driving line) as these create similar issues.”

NEXT STEPS

The feedback from this consultation is being reviewed and considered by KCC. Taking responses on board, they will finalise the design of the scheme. Feedback will also be used to review the Equality Impact Assessment and fed into the Environmental Impact Assessment process.

Subject to funding arrangements and approval processes, a planning application is expected to be submitted in Summer / Autumn 2024. Once submitted, this will be subject to a statutory consultation.

This report will be published on the consultation webpage www.kent.gov.uk/norththanetlink and an email will be sent to people who have taken part via Let's talk Kent and asked to be kept informed.

Further information in relation to key dates and delivery timescales will be communicated throughout the lifespan of the scheme via the KCC website and an email will be sent to people who have taken part via Let's talk Kent and asked to be kept informed.

Section 1 – About you

Q1. Are you responding as...?

Please select the option from the list below that most closely represents how you will be responding to this consultation. *Please select **one** option.*

- A Thanet resident
- A resident of somewhere else in Kent or further afield
- A representative of a local community group or residents' association
- On behalf of a Parish / Town / Borough / District Council in an official capacity
- A Parish / Town / Borough / District / County Councillor
- An educational establishment, such as a school or college
- On behalf of a local business
- On behalf of a charity, voluntary or community sector organisation (VCS)
- Other, please specify:

Q1a. If you are responding on behalf of an organisation (business, community group, residents' association, council, or any other organisation), please tell us the name of your organisation. *Please write in below.*

Q2. Please tell us the first 5 characters of your postcode:

Please do not reveal your whole postcode. If you are responding on behalf of an organisation, please use your organisation's postcode. We use this to help us to analyse our data. It will not be used to identify who you are.

Q3. How did you find out about this consultation?

*Please select **all** that apply*

<input type="checkbox"/>

Direct mail / postcard to my home

Email from the KCC Major Capital Programme team

Email from Let's talk Kent or KCC's Engagement and Consultation team

Roadside signs

From my Parish Council

From a friend or relative

Social Media (for example, Facebook, Nextdoor or Twitter)

Kent.gov.uk website

Poster

Newspaper

Other, please specify:

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Q4. Please tell us why you use A28 Canterbury Road and how often.

*Please select **one** option for each type of journey.*

	Regular, daily use	A couple of times a week	Less frequently	Not applicable (e.g. never travel for this purpose / responding on behalf of an organisation)
Travel to work				
Travel to education (student or parents/carer of student)				
Travel for essential services (food shopping, medical appointments etc.)				
Travel for recreational purposes (clubs/groups, gym or leisure centre etc.)				
Other, please specify:				

Q5. Please tell us how you use the A28 Canterbury Road and how often.

*Please select **one** option for each journey method.*

	Regular, daily use	A couple of times a week	Less frequently	Not applicable (e.g. never travel in this way / responding on behalf of an organisation)
Personal vehicle (car, van, motorbike, moped)				
Public transport (bus)				
Non-motorised vehicle (bicycle, push-scooter etc.)				
Pedestrian (walking)				
Pedestrian (wheeling)				
Motorised mobility aid				
Other, please specify:				

Section 2 – The scheme

Q6. To what extent do you agree or disagree with the overall proposals for the North Thanet Link? This question focuses on the scheme as a whole. Questions will follow on the options for the A28 Canterbury Road junction in Birchington.

*Please select **one** option.*

- | | |
|--------------------------|----------------------------|
| <input type="checkbox"/> | Strongly agree |
| <input type="checkbox"/> | Tend to agree |
| <input type="checkbox"/> | Neither agree nor disagree |
| <input type="checkbox"/> | Tend to disagree |
| <input type="checkbox"/> | Strongly disagree |
| <input type="checkbox"/> | Don't know |

Q6a. Please tell us the reason for your answer to Q6 in the box below.

The proposed North Thanet Link scheme design currently includes two options for the junction at the existing A28 Canterbury Road in Birchington. See pages 10 to 13 of the consultation document for more information.

Q7. To what extent do you agree or disagree with Option 1 Signal Junction on the A28?

Please select one option.

- | | |
|--------------------------|----------------------------|
| <input type="checkbox"/> | Strongly agree |
| <input type="checkbox"/> | Tend to agree |
| <input type="checkbox"/> | Neither agree nor disagree |
| <input type="checkbox"/> | Tend to disagree |
| <input type="checkbox"/> | Strongly disagree |
| <input type="checkbox"/> | Don't know |

Q7a. Please tell us the reason for your answer to Q7 in the box below.

Q8. To what extent do you agree or disagree with Option 2 Roundabout Junction on the A28?

*Please select **one** option.*

- | | |
|--------------------------|----------------------------|
| <input type="checkbox"/> | Strongly agree |
| <input type="checkbox"/> | Tend to agree |
| <input type="checkbox"/> | Neither agree nor disagree |
| <input type="checkbox"/> | Tend to disagree |
| <input type="checkbox"/> | Strongly disagree |
| <input type="checkbox"/> | Don't know |

Q8a. Please tell us the reason for your answer to Q8 in the box below.

One of the aims of the North Thanet Link scheme is to discourage vehicles from travelling through the residential area of Acol Village unless they are accessing a destination within the village.

Q9. Which of the following additional highway measures (that are not included within the current scheme proposals) would you support within Acol village?

Please select all that apply

- Additional traffic calming measures
- Full closure of Crispe Road to motorised vehicles
- Partial (one way closure) of Crispe Road to motorised vehicles
- Reducing speed limit on selected roads
- Other, please specify:

The scheme proposals include a range of off road walking and cycling infrastructure including road crossing facilities.

Q10. Would the proposed walking and cycling infrastructure encourage you to...? Please select one option for each row.

	Yes	No	Don't know	Not applicable responding on behalf of an organisation
Walk/wheel more often				
Cycle more often				

Q11. If you have any other comments on the proposed North Thanet Link scheme, including any suggestions for improvements to the design of the A28 Canterbury Road junction or the wider scheme, please tell us in the box below.

We ask you not to identify yourself within your response.

Section 3 – Equality analysis

To help ensure that we are meeting our obligations under the Equality Act 2010 we have prepared an Equality Impact Assessment (EqIA) for the scheme presented in this consultation.

An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender identity, sexual orientation, race, religion or belief, and carer's responsibilities. The EqIA is available online at www.kent.gov.uk/norththanetlink or on request.

Q12. We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity, please add any comments below.

Section 4 – More about you

We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we are asking you these questions. We'll use it only to help us make decisions and improve our services.

If you would rather not answer any of these questions, you don't have to.

It is not necessary to answer these questions if you are responding on behalf of an organisation.

Q13. Are you...? Please select *one* option.

<input type="checkbox"/>	Male
<input type="checkbox"/>	Female
<input type="checkbox"/>	I prefer not to say

Q14. Is your gender the same as your birth? Please select *one* option.

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	I prefer not to say

Q15. Which of these age groups applies to you? Please select *one* option.

0-15	<input type="checkbox"/>	16-24	<input type="checkbox"/>	25-34	<input type="checkbox"/>	35-49	<input type="checkbox"/>	50-59	<input type="checkbox"/>
60-64	<input type="checkbox"/>	65-74	<input type="checkbox"/>	75-84	<input type="checkbox"/>	85+ over	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>

Q16. Do you regard yourself as belonging to a particular religion or holding a belief?
Please select one option.

- Yes
- No
- I prefer not to say

Q16a. If you answered 'Yes' to Q16, which of the following applies to you? Please select one option.

- Christian
- Buddhist
- Hindu
- Jewish
- Muslim
- Sikh
- Other
- I prefer not to say

If you selected Other, please specify:

The Equality Act 2010 describes a person as disabled if they have a long standing physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q17. Do you consider yourself to be disabled as set out in the Equality Act 2010? Please select one option.

- | | |
|--------------------------|---------------------|
| <input type="checkbox"/> | Yes |
| <input type="checkbox"/> | No |
| <input type="checkbox"/> | I prefer not to say |

Q17a. If you answered 'Yes' to Q17, please tell us the type of impairment that applies to you.

You may have more than one type of impairment, so please select all that apply. If none of these applies to you, please select 'Other' and give brief details of the impairment you have.

- | | |
|--------------------------|---|
| <input type="checkbox"/> | Physical impairment |
| <input type="checkbox"/> | Sensory impairment (hearing, sight or both) |
| <input type="checkbox"/> | Longstanding illness or health condition, such as cancer, HIV/AIDS, heart disease, diabetes or epilepsy |
| <input type="checkbox"/> | Mental health condition |
| <input type="checkbox"/> | Learning disability |
| <input type="checkbox"/> | I prefer not to say |
| <input type="checkbox"/> | Other |

Other, please specify:

A Carer is anyone who provides unpaid care for a friend or family member who due to illness, disability, a mental health problem or an addiction cannot cope without their support. Both children and adults can be carers.

Q18. Are you a Carer? Please select **one** option.

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	I prefer not to say

Q19. Are you ...? Please select **one** option.

<input type="checkbox"/>	Heterosexual/Straight
<input type="checkbox"/>	Bi/Bisexual
<input type="checkbox"/>	Gay man
<input type="checkbox"/>	Gay woman/Lesbian
<input type="checkbox"/>	Other
<input type="checkbox"/>	I prefer not to say

Q20. To which of these ethnic groups do you feel you belong? Please select *one* option.
 (Source 2011 Census)

White English	<input type="checkbox"/>	Mixed White & Black Caribbean	<input type="checkbox"/>
White Scottish	<input type="checkbox"/>	Mixed White & Black African	<input type="checkbox"/>
White Welsh	<input type="checkbox"/>	Mixed White & Asian	<input type="checkbox"/>
White Northern Irish	<input type="checkbox"/>	Mixed Other*	<input type="checkbox"/>
White Irish	<input type="checkbox"/>	Black or Black British Caribbean	<input type="checkbox"/>
White Gypsy/Roma	<input type="checkbox"/>	Black or Black British African	<input type="checkbox"/>
White Irish Traveller	<input type="checkbox"/>	Black or Black British Other*	<input type="checkbox"/>
White Other*	<input type="checkbox"/>	Arab	<input type="checkbox"/>
Asian or Asian British Indian	<input type="checkbox"/>	Chinese	<input type="checkbox"/>
Asian or Asian British Pakistani	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>
Asian or Asian British Bangladeshi	<input type="checkbox"/>		
Asian or Asian British Other*	<input type="checkbox"/>		

*Other - If your ethnic group is not specified on the list, please describe it here:

